

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

December 13, 2006  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

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|--|---|
| * Mayor James M. Cavanaugh, Goodyear, Chair  | Supervisor Max Wilson, Maricopa County    |
| Mayor Mary Manross, Scottsdale, Vice Chair   | Mayor Keno Hawker, Mesa                   |
| + Councilmember Dave Waldron for             | Mayor Ed Winkler, Paradise Valley         |
| Mayor Douglas Coleman, Apache Junction       | Vice Mayor Vicki Hunt for                 |
| Mayor Marie Lopez Rogers, Avondale           | Mayor John Keegan, Peoria                 |
| Mayor Bobby Bryant, Buckeye                  | Councilmember Claude Mattox for           |
| * Mayor Edward Morgan, Carefree              | Councilmember Peggy Neely, Phoenix        |
| Vice Mayor Dick Esser, Cave Creek            | Mayor Art Sanders, Queen Creek            |
| Mayor Boyd Dunn, Chandler                    | * President Joni Ramos, Salt River        |
| * Mayor Fred Waterman, El Mirage             | Pima-Maricopa Indian Community            |
| President Raphael Bear, Fort McDowell        | Councilmember Cliff Elkins for            |
| Yavapai Nation                               | Mayor Joan Shafer, Surprise               |
| Mayor Wally Nichols, Fountain Hills          | # Mayor Hugh Hallman, Tempe               |
| # Mayor Daniel Birchfield, Gila Bend         | * Mayor Adolfo Gamez, Tolleson            |
| * Governor William Rhodes, Gila River Indian | * Mayor Ron Badowski, Wickenburg          |
| Community                                    | Mayor Michael LeVault, Youngtown          |
| Mayor Steven Berman, Gilbert                 | * Joe Lane, State Transportation Board    |
| * Mayor Elaine Scruggs, Glendale             | Felipe Zubia, State Transportation Board  |
| * Mayor Bernadette Jimenez, Guadalupe        | F. Rockne Arnett, Citizens Transportation |
| Mayor Thomas Schoaf, Litchfield Park         | Oversight Committee                       |

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference call.

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Vice Chair Mary Manross at 5:04 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Vice Chair Manross noted that Councilmember Dave Waldron, as proxy for Mayor Doug Coleman, Apache Junction, was participating by videoconference, and Mayor Daniel Birchfield, Gila Bend, and Mayor Hugh Hallman, Tempe, were participating by telephone.

Vice Chair Manross welcomed proxies to the meeting: Vice Mayor Vicki Hunt for Mayor John Keegan, Peoria, Councilmember Claude Mattox for Councilmember Peggy Neely, Phoenix, and Councilmember Cliff Elkins for Mayor Joan Shafer, Surprise.

Vice Chair Manross welcomed a new member to the Regional Council, Mayor Michael LeVault of Youngtown, and presented him with his Regional Council membership certificate.

Vice Chair Manross presented Arizona House Representative Andy Biggs and Arizona State Senator Thayer Verschoor with Resolutions of Appreciation for their efforts on establishing the Statewide Transportation Acceleration Needs (STAN) account. Vice Chair Manross presented Mr. Marty Shultz with a Resolution of Appreciation for his efforts on the passage of Proposition 104.

Representative Biggs expressed his appreciation for the award and commented that it was good to get positive recognition. He remarked that they endorse and support the MAG plan for STAN funds. Representative Biggs stated that he and Senator Verschoor are committed to finding \$200 million per year for the next five years to supplement transportation funding. He said they realize that transportation is an economic driver of the region and a strong transportation infrastructure is necessary for the continued economic growth that accompanies population growth. Representative Biggs stated that funding that transportation infrastructure is necessary. He stated that they will continue to find those sources in the state budget that can be used for STAN. They do not want this to be a one-time drop in the bucket. Representative Biggs stated that this region is behind the curve and needs to catch up. He expressed his thanks to Senator Verschoor.

Senator Verschoor expressed his appreciation for the recognition and added that it meant a lot to him. He complimented the MAG organization on the work they do. Senator Verschoor commented that at the beginning of the STAN process, there was concern was for a parochial battle but realized there are regional mechanisms set up to deal with that. Senator Verschoor stated that legislators gave some definition to the projects for which the funds would be used, but left the decision on which projects would be chosen to those responsible for planning. He commented that he was impressed with what has been done, both in Maricopa County and statewide. Senator Verschoor expressed his commitment to \$200 million per year for the next five years. He stated that if work can be done in the next five years as has done this year, there will be phenomenal progress. Senator Verschoor noted that studies have shown that transportation accelerations will be economic booms to many communities. He commented on new business activity in Gilbert as freeways are being completed. Senator Verschoor stated that sooner is better than later when it comes to building freeways. He expressed thanks for the hard work and for the recognition.

Vice Chair Manross, on behalf of the MAG Regional Council, expressed appreciation to the Legislators for the comments and support. She said that the Legislature will have MAG's continued commitment that MAG will try to be thoughtful and methodical in future decisions to make this successful for Maricopa County.

Vice Chair Manross acknowledged Bob Golfen and Tony Lombardo, *The Arizona Republic* reporters who were attending the meeting.

3. Call to the Audience

Vice Chair Manross noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out public comment cards. The opportunity for public comment is provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Vice Chair Manross recognized public comment from Stacy White, representing Marble Environmental Stabilization Materials, a landscape rock company. Ms. White explained that the effective ingredient in their product is calcium carbonate, and this helps neutralize acidic pollution on the ground. Ms. White left company brochures for those interested. Vice Chair Manross thanked Ms. White for her comments.

Vice Chair Manross recognized public comment from Bob McKnight, a Phoenix resident, who commented on agenda item #7. Mr. McKnight stated that he has come to many MAG meetings, and although he was not directing his comments at anyone personally, he felt there was no actual desire for input from the public. He said that MAG is going to continue to do what it wants, which is primarily hiring consultants and ensuring that contractors make money. Mr. McKnight stated that the MAG website is full of lies, misstatements, and incorrect pictures. He said that these have been reported, but no one cares. Mr. McKnight stated MAG will continue to tell stories to *The Arizona Republic*, who will print them and fool the public. He commented that the design for the trolley is unfinished and should never have gone before the public until it was completely engineered. Vice Chair Manross thanked Mr. McKnight for his comments.

4. Executive Director's Report

Dennis Smith reported that the U.S. Department of Transportation (DOT) is soliciting proposals by metropolitan areas to enter into Urban Partnership Agreements (UPA) with the DOT. UPAs are one part of the DOT's National Strategy to Reduce Congestion on America's Transportation Network. Mr. Smith noted applications must include plans that incorporate tolling, transit, telecommuting, and technology and operations. He stated that the DOT will select ten preliminary Urban Partners by June 8, 2007, with a final selection on August 8, 2007.

Mr. Smith stated that as part of the National Strategy to Reduce Congestion is the establishment of a "Corridors of the Future" competition. As part of the competition, the U.S. DOT will accelerate the development of multi-state, multi-use transportation corridors. He said that three to five major growth corridors in need of long-term investment will be selected. Mr. Smith noted that the proposal included

information from MAG regarding the current status and needs along the existing I-10 corridor in the region.

Mr. Smith stated that the River of Trade Corridor Coalition (ROTCC) recently held its quarterly meeting in Memphis, Tennessee. He said that the ROTCC has submitted a proposal with I-10 as a Corridor of the Future. He added that MAG sent a letter regarding I-10 and US-93 as Corridors of the Future.

Mr. Smith stated that a videoconference with the Oregon Department of Transportation was held on December 13, 2006 at MAG. He noted that the videoconference was the result of an ongoing regional dialogue between the Arizona Councils of Governments (COG) and Metropolitan Planning Organizations (MPO) Chairs and Directors and business leaders. Mr. Smith said that the presentation focused on the public/private initiative between the Oregon DOT, under the Oregon Innovative Partnerships Program with the Oregon Transportation Improvement Group. Mr. Smith stated that Mayor Cavanaugh chaired the meeting, and attendees included Arizona State Senator John Huppenthal, and Regional Council members Mayor Art Sanders and Roc Arnett. He noted that ADOT provided its videoconference equipment for use by other agencies throughout the state to participate in the videoconference.

Mr. Smith announced that Intelligent Transportation Systems (ITS) Arizona conferred the Best ITS Planning Project Award to the Regional Concept of Transportation Operations project. He stated that the Regional Concept of Transportation Operations project was developed by the MAG ITS Committee and is the regional plan for improving traffic operations. Mr. Smith noted that this project is nationally recognized as a best practice and has been included as an example in Federal Highway Administration guidance documents.

Mr. Smith stated that MAG has applied for the Innovations in American Government Award at Harvard University's John F. Kennedy School of Government. He explained that the award is given annually to programs that serve as examples of creative and effective government. Mr. Smith noted MAG applied for the award at the suggestion of Mr. Jim Creedon. Mr. Smith said that seven programs will each win a \$100,000 grant. The MAG application has advanced to the second round, to which only ten percent of applicants advanced. He added that the awards will be announced in May 2007.

Mr. Smith stated that US House Speaker-designate Nancy Pelosi announced that Arizona Congressman-elect Harry Mitchell has been appointed to the House Transportation and Infrastructure Committee. He noted that this appointment could bring great dividends to the State of Arizona. Vice Chair Manross commented that Mr. Mitchell, along with Transportation Secretary Mary Peters, should do well for the State. Mr. Smith also noted that the ADOT Director, Victor Mendez, has been elected Chair of AASHTO. Vice Chair Manross thanked Mr. Smith for his report. No questions from the Council were noted.

## 5. Approval of Consent Agenda

Vice Chair Manross stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Council can request that an item be removed from the consent agenda and considered

individually. Vice Chair Manross stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, and #5M were on the consent agenda. Vice Chair Manross noted that no public comment cards had been turned in. Vice Chair Manross asked members if they had any questions or any requests to hear an item individually. None were noted.

Supervisor Wilson moved to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, and #5M. Mayor Winkler seconded, and the motion carried unanimously.

5A. Approval of the October 25, 2006 Meeting Minutes

The Regional Council, by consent, approved the October 25, 2006 meeting minutes.

5B. Changes to the Approved June 28, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures

The Regional Council, by consent, approved the proposed changes to the previously approved June 28, 2006 ALCP Policies and Procedures. Minor technical refinements (concerning invoices and administrative adjustments) need to be made to the approved June 28, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures. Since the approval of the June 28, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures, three questions have been raised. The first relates to what is needed for backup documentation to support right-of-way costs; the current policies and procedures address design and construction, not right-of-way. The second relates to how the documentation for the project costs should be organized to support the amounts on the Project Reimbursement Request Invoice. The third relates to the reallocation of project costs among project phases if the cost for a work phase is less than estimated. MAG staff and the ALCP Working Group worked together to develop the suggested technical changes to the June 28, 2006 ALCP Policies and Procedures. The Arterial Life Cycle Program is a key part of Proposition 400 and represents more than \$1.6 billion of regional investment over the next 20 years. The updated ALCP Policies and Procedures will continue to provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner. These were discussed with the ALCP Working Group. The MAG Transportation Review Committee, the MAG Management Committee and the MAG Transportation Policy Committee recommended approval of the proposed changes.

5C. Arterial Life Cycle Program (ALCP) – Status Report

Each quarter, MAG staff provides member agencies with an update on projects in the Arterial Life Cycle Program (ALCP). This is the third Status Report (covering the period from July to September 2006) for the ALCP. The Status Report includes an update on ALCP Project work, and ALCP revenue/financial section, information about ALCP amendments and administrative adjustments, and the remaining FY 2007 ALCP schedule. This report was provided to the MAG Management Committee and the MAG Transportation Policy Committee. This item was on the agenda for information and discussion.

5D. Proposed Amendment and Administrative Adjustment to the FY 2007- June 28, 2006 Arterial Life Cycle Program (ALCP)

The Regional Council, by consent, approved an Amendment and an Administrative Adjustment to the FY 2007 – June 28, 2006 ALCP to add a new segment to a Chandler project, change two Maricopa County project and reimbursement schedules, and make an administrative adjustment to a Phoenix project and a Chandler project to reflect actual project costs. The FY 2007 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 28, 2006. Since that time, one project has been identified that needs to be segmented, two projects have been identified that need to change project and reimbursement schedules, and two projects have been identified that need to lower and adjust the regional reimbursement amounts. An amendment is required to add the segment to the ALCP and change the project and reimbursement schedules, and an administrative adjustment is needed to adjust the project reimbursement amounts due to lower actual costs. The MAG Transportation Review Committee, the MAG Management Committee, and the MAG Transportation Policy Committee recommended approval of the changes to the ALCP.

5E. Public Hearing on the 2006 Annual Report on the Status of the Implementation of Proposition 400

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400 and hold a Public Hearing on the report. A Public Hearing on the Draft 2006 Annual Report was held at the MAG office on October 19, 2006. A transcript of this Public Hearing was prepared and was enclosed for information. MAG committees were briefed prior to the Public Hearing regarding the key findings and issues identified in the report. This item was on the agenda for information and discussion.

5F. Consultant Selection for the 2007 MAG Regional Travel Time and Travel Speed Study

The Regional Council, by consent, approved the selection of Carter & Burgess, Inc., to conduct the 2007 MAG Regional Travel Time and Travel Speed Study for an amount not to exceed \$500,000. The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2006, includes \$500,000 to conduct the 2007 MAG Regional Travel Time and Travel Speed Study. The purpose of the study is to collect travel time and travel speed information on regional road networks, which will support regional travel demand forecasting efforts. It is advisable to collect travel time and travel speed data in February 2007 to address seasonal traffic variations. A request for proposals was advertised in August 2006 and three proposals were received in October 2006. A multi-agency evaluation team evaluated the proposals and recommended to MAG the selection of the consultant firm Carter & Burgess, Inc., to conduct the study for an amount not to exceed \$500,000.

5G. Requested Changes to the ADOT Program

The Regional Council, by consent, approved the FY 2007 program changes requested by the Arizona Department of Transportation to the MAG Regional Transportation Plan Freeway Program. These requests are the result of ADOT updating costs and schedules based on the latest study and design information. Action is being requested by MAG due to ADOT's need to advertise projects in mid-January 2007. MAG has reviewed the requested changes and has determined that they are reasonable

and necessary to meet the RTP Freeway Program. MAG has also reviewed the ADOT cash flows with the requested changes incorporated into the analysis. Although the requested changes increase costs by more than \$128 million, the program schedule adjustments and revised revenue projections can accommodate these changes without other program changes being needed. The MAG Management Committee and the MAG Transportation Policy Committee recommended approval of the requested changes.

5H. Conformity Consultation

MAG is conducting consultation on a conformity assessment for a City of Phoenix project-level conformity determination for a park-and-ride facility located at the southwest corner of 27th Avenue and Baseline Road. The proposed facility will provide parking for approximately 240 vehicles. The construction phase of the project is programmed in FY 2008 of the FY 2007-2011 MAG Transportation Improvement Program. MAG has reviewed the project air quality assessment for compliance and concurs with the project-level conformity determination. Comments were requested by November 17, 2006. This item was on the agenda for consultation.

5I. Proposed 2007 Revisions to the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives of several Public Works Departments and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2006 review of proposed revisions to the MAG Publication. A summary of these recommendations has been sent to MAG Public Works Directors, in addition to members of the Management Committee, for review for a period of one month. The revisions were on the November 8, 2006 Management Committee agenda, and received no further comment. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2007. This item was on the agenda for information and discussion.

5J. Amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System

The Regional Council, by consent, approved the amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System to include a 9-1-1 phone system upgrade for the Phoenix Police Department in the amount of \$3.5 million; a 9-1-1 system upgrade for the Phoenix Fire Department in the amount of \$750,000; and a 9-1-1 system upgrade for the Scottsdale Police Department in the amount of \$500,000. On September 28, 2005, the MAG Regional Council approved the MAG FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program, to be forwarded to

the Arizona Department of Administration for funding. The equipment costs included in the MAG Funding Request and Equipment Program are currently paid by the 9-1-1 state excise tax. Since the approval, the funding request needs to be amended to include upgrades at three 9-1-1 facilities. The Phoenix Police Department is scheduled for a 9-1-1 phone system upgrade for 58 positions, along with 44 new positions, at its two locations at 620 W. Washington and 100 E. Elwood. The two PSAP locations will handle 9-1-1 traffic simultaneously. This project was originally requested in FY 2006 in the amount of \$1,850,000. Due to facility issues, the project was delayed to FY 2007. In addition, two PBX switches and equipment to run the two centers simultaneously require an upgrade for 58 positions. The Phoenix Police Department project will now require a total of \$3.5 million. The Phoenix Fire Department is scheduled for a 9-1-1 system upgrade for 18 positions, along with five new positions. This project will require \$750,000. The Scottsdale Police Department is scheduled for a 9-1-1 system upgrade for 11 positions, along with four new positions. This project will require \$500,000. Management at the Phoenix Police Department, the Phoenix Fire Department, and the Scottsdale Police Department have all expressed support for the approval of these projects. The State 9-1-1 Office has indicated that funding is available to pay the costs of these upgrades. The MAG 9-1-1 Oversight Team and the MAG Management Committee recommended approval of the Amendment.

5K. Annual Homeless Street Count

On December 8, 1999, the Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for Maricopa County. The Continuum of Care grant supports permanent and transitional housing and supportive services. Last year, the region received \$20 million, with a total of \$106 million awarded since 2000. The MAG Continuum of Care Regional Committee on Homelessness, formed in January 2000 by the MAG Regional Council, provides oversight of the homeless planning and application processes. In order to apply for Stuart B. McKinney funding, HUD requires that each Continuum of Care conduct a homeless street count to take place during the last week of January. The data collected in the count are incorporated into the HUD grant application to provide hard data on the number of homeless people in our region. The MAG Continuum of Care Regional Committee on Homelessness is regionally responsible for the planning and coordination of the countywide street count. The 2007 homeless street count will take place on Tuesday, January 30, 2007. Street count coordinators and volunteers will spread out across the county to count and gather basic demographic information about homeless people seen on the streets that day. The count will focus on public places and service locations over a 24-hour period of time. Street count coordinators have been identified in each of the cities and towns within Maricopa County and training sessions have been scheduled to take place in mid-November. This item was on the agenda for information and discussion.

5L. Maricopa County Resident Population and Employment Projections

The Regional Council, by consent, approved the Maricopa County resident population and employment projections for 2010, 2015, 2020, 2025, 2030, and 2035. According to Executive Order 95-2, the Arizona Department of Economic Security (DES) is responsible for preparing an official set of population projections for Arizona and each of its counties. The projections are required to use the latest Census as the base. Because the results of the 2005 Census Survey were not available at the time that



projections were adopted by DES in March 2006, Census 2000 was used as the base. Subsequent to the release of the 2005 Census Survey in June 2006, DES prepared a new set of Maricopa County projections consistent with the 2005 Census Survey. MAG has also developed a set of employment projections for Maricopa County that are consistent with these DES population projections. The projections are for 2010, 2015, 2020, 2025, 2030 and 2035. They will be used as the control totals from which MAG will develop a set of subregional projections that will be brought to the Management Committee and Regional Council in 2007. The MAG Population Technical Advisory Committee and the MAG Management Committee recommended approval of the projections.

5M. July 1, 2006 Maricopa County and Municipality Resident Population Updates

MAG staff has prepared draft July 1, 2006 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to allocate the \$23 million in Local Transportation Assistance Fund from lottery proceeds, to set expenditure limits, and other budgeting activities, were prepared based on the Arizona Department of Economic Security's (DES) Preliminary July 1, 2006 Population Estimates. The MAG Population Technical Advisory Committee (POPTAC) took no action on the draft July 1, 2006 Population estimates, on the recommendation of the MAG POPTAC Ad Hoc Subcommittee. This recommendation of no action was based on an understanding that the DES Preliminary Population Estimates will be adjusted during the next three months, and final estimates will then be presented to MAG committees for action in order to meet the statutory and budgeting requirements for these estimates. This item was on the agenda for information and discussion.

6. Statewide Transportation Acceleration Needs (STAN) Account Recommendations

Eric Anderson, MAG Transportation Director, reported on the seven projects recommended by the Transportation Policy Committee to utilize Statewide Transportation Acceleration Needs (STAN) funding. Mr. Anderson stated that the Maricopa County region will receive approximately \$184.2 million of the \$307 million fund, plus another \$9.2 million of interest earnings. He noted that this is the first time that the State Legislature has allocated funding for transportation.

Mr. Anderson noted that the seven projects included Loop 101, construct HOV lanes from Baseline Road to L202 (Santan); three projects on Loop 303, construct partial interchange at Bell Road and construct crossings at Cactus Road and Waddell Road; Loop 101, construct HOV lanes from Tatum Boulevard to Princess Drive; Williams Gateway Freeway, advanced acquisition of right of way due to pending development; I-10, construct general purpose lanes from Sarival Road to Verrado Way; and I-17, construct general purpose lanes from Anthem Way to Carefree Highway.

Mr. Anderson stated that pending approval by the Regional Council, the next step will be submitting the projects to the State Transportation Board. He said that the STAN projects would be on the Board agendas for discussion at noon on December 14, 2006 and for action the morning of December 15, 2006. Mr. Anderson stated that MAG is also required to report by December 15, 2006 to the House and Senate on activities related to the STAN account. He stated that the project changes would then be incorporated into the TIP and Plan and an air quality conformity analysis conducted. Final approvals of the TIP and Plan are anticipated for July 2007.

Vice Chair Manross thanked Mr. Anderson for his report. She stated that the deliberations have been a lengthy process and she was proud to be a part of it. Vice Chair Manross asked members if they had comments or questions.

Mayor Dunn stated that he was very impressed with the efforts of staff and the Regional Council for delivering the intent of legislators. He commented that the money could not have been better balanced throughout the region. Mayor Dunn stated that this shows the MAG organization can be cooperative and look at the general good. He added that tonight, Senator Verschoor and Representative Biggs indicated that funding projects of immediate impact that will help the region as a whole is exactly what they wanted.

Mayor Dunn moved to approve the recommendations of the Transportation Policy Committee on the set of projects to be funded from the STAN account to be forwarded to the State Transportation Board and to incorporate the required changes in the Draft 2007 Update of the Regional Transportation Plan and the Draft FY 2008-2012 Transportation Improvement Program. Mayor Bryant seconded.

Before a vote was taken, Vice Chair Manross asked if there was discussion.

Mayor Lopez Rogers stated that when STAN legislation took effect in September 2006, Avondale and the West Valley legislators were surprised to learn that the I-10 widening from Loop 101 to Sarival Road was determined ineligible for STAN funding, although unintentionally. She said that just weeks prior, local governments agreed to pledge local funds for this project. Mayor Lopez Rogers thanked the legislators for the funding, and also reminded them that governments should be rewarded, not punished, for working together proactively. She commented that she appreciated that the West Valley was able to get funding for some much needed projects. Mayor Lopez Rogers commended MAG and ADOT for putting together a balanced regional approach, despite the limitations of the law. She expressed her appreciation to the mayors who recognized Avondale's dilemma and supported efforts on the message that the supplanting language works against cities that work together. Mayor Lopez Rogers said that she hoped state transportation funding laws could be clarified to reward cities whose collaborative efforts seek to improve the transportation system.

Mayor Schoaf stated that Litchfield Park was affected in the same way as Avondale, and echoed the comments by Mayor Lopez Rogers. He stated that the division of the STAN funding is a good example of cooperative effort and does a good job of spreading funds to projects that will make an impact. However, the law of unintended consequences has cut political support in his city for undertaking the cost of accelerating other portions of the I-10 widening. Mayor Schoaf expressed that he hoped to be able to obtain the political support of the Regional Council because this will be a serious problem in the West Valley.

Mr. Zubia expressed that he shared these concerns 100 percent. He stated that he actively worked on a solution to fit this project into the list of STAN projects. Mr. Zubia stated that he shared the viewpoint to review the legislation, especially since there may be future funding. He commended the West Valley cities for stepping up to fund the acceleration costs for improvements to I-10. Mr. Zubia suggested encouraging partnerships and taking care of those commitments first. He commented about not wanting a divisive discussion next time. Mr. Zubia noted that the State Transportation Board also approves the projects in the other areas of the state. He said that the other 13 counties spent about \$73 million on

improvements to I-10 between Phoenix and Tucson. Mr. Zubia stated that the other parts of the state share the same concern as the MAG region, and STAN will address these immediate concerns. He commented that he looked forward to future allocations.

Mayor Hawker stated that the way the legislation was drafted, the supplanting language was included so existing commitments would not be reimbursed. He commented that if the legislation were changed, it could open somewhat of a dilemma. Mayor Hawker noted that the City of Mesa has invested \$8 to \$9 million in accelerations following the same acceleration process as the West Valley cities. He stated that the issue is where to draw the line on repaying jurisdictions--would it be a matter of weeks, months or years? Mayor Hawker said that he just wanted to point out that other cities have done the same in the past and would want to line up to be reimbursed. He urged caution on how this issue is addressed because it could have unintended consequences.

Vice Chair Manross agreed that careful thought would need to be given to this issue to avoid unforeseen consequences.

Mayor Schoaf clarified that the West Valley cities were not looking for reimbursement of money that had already been committed or spent. He explained that in Litchfield Park, one council does not have the ability to bind future councils in budgetary matters. Mayor Schoaf noted that each step in the widening process must be approved by future councils. That is why he had difficulty understanding the supplementing issue, because the monies have not been committed by future councils.

Councilmember Elkins stated that the City of Surprise is ecstatic with the list of projects. He commented that the message has been received from the Legislators that this is a prototype of how to proceed in the future.

With no further discussion, the vote on the motion passed unanimously.

#### 7. Approval of the Draft MAG Public Participation Plan

Jason Stephens, MAG Public Involvement Planner, stated that MAG has developed a new Draft Public Participation Plan in accordance with new federal transportation guidelines contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). He explained that this new plan would define the process for public participation at MAG and serve as a guideline in obtaining public input on future updates to the Transportation Improvement Program and Regional Transportation Plan.

Mr. Stephens stated that MAG currently has an adopted process for receiving public input. It was adopted in 1994, enhanced in 1998 and meets all the requirements of the current federal transportation legislation. Mr. Stephens stated that this new plan would also meet all federal requirements and would replace the existing plan, creating an even more effective process for gathering public input. The new draft plan was made available for a 45-day review as required by federal law. It was formally noticed through a public notice placed in *The Arizona Republic*, distributed to intergovernmental representatives and public and private sector organizations for comment as directed in SAFETEA-LU, and was made available on the MAG Web site and in the MAG library.

Mr. Stephens stated that the new plan retains all of the aspects of the original plan, including opportunities for input at every level of the planning and programming process; a four-phase input opportunity process; input opportunity reports; formal responses to comments provided during the Mid Phase and Final Phase input opportunities; accessibility of MAG Communications Division staff through the MAG Web site, telephone and email. Mr. Stephens added that it also includes an increased emphasis on visualization techniques, such as GIS maps and other visual aids, as required in new SAFETEA-LU guidelines.

Mr. Stephens provided an overview of a discussion where a Valley resident requested a clarification of MAG's practices regarding three points of interest. Mr. Stephens stated that these issues were subsequently addressed with the resident through a one-on-one sit down meeting, by telephone and through email correspondence.

Mr. Stephens stated that the first question asked how members of the public can suggest items to be included on Regional Council agendas. MAG staff explained that under MAG By-Laws, the practice at MAG has been that the Chair of the Regional Council, his or her designee, or a majority of the Regional Council are the only ones who call a meeting of the Regional Council. Therefore, the practice at MAG has been for the Chair to call the meeting and to approve the agenda sent to the members. It was noted that citizen suggestions for agenda items may be sent to MAG staff, who will forward it to the appropriate committee chair. It was also noted that the "Call to the Audience" provides an opportunity for items not on the agenda to be heard by the Regional Council. Citizens are also encouraged to provide input at the technical committee level. These committees are often responsible for forwarding recommendations to the policy committees.

Mr. Stephens stated that the second question asked about the allowance of more speaking time. MAG staff explained that in 1996, the MAG Regional Council – as a result of the work of the MAG Re-engineer the Policy Process Committee – approved a provision that provided citizens with the opportunity to comment on each action item with a limit of three minutes. The provision noted that the Chair or his/her designee has the power to accept additional comments and extend the time of the speaker. The Chair was also given the power to limit public comment.

Mr. Stephens stated that the final question asked what happens to written documents submitted for the MAG record. MAG staff noted that input received at committee meetings is included in the minutes of each meeting. These minutes are forwarded to the committee for review prior to its next meeting. In addition, input received at committee meetings is included in the Public Input section of the summary transmittals for the next meeting of the committee. Written materials submitted by citizens are referenced in the minutes and included in the formal MAG record. In addition, written materials are included, referenced or summarized in the MAG input opportunity reports that are produced during each of MAG's three formal input phases (Early Phase, Mid Phase and Final Phase). These reports are distributed to MAG policy committees for review and consideration.

Mr. Stephens added that two citizens submitted comments that day. He noted that they both oppose approval of item #7. Mr. Stephens provided written statements of their comments to members and to the audience. These comments were entered into the permanent record. Vice Chair Manross expressed appreciation of the clarification of public comment going on the record.

Mayor Hawker moved approval of the Draft MAG Public Participation Plan. Councilmember Elkins seconded, and the motion carried unanimously.

8. Regional Planning Dialogue Update

Mr. Smith stated that the Executive Committee has been meeting with the Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) on how growth has impacted transportation statewide. He commented that this issue goes beyond MAG's boundaries and to address it, coordination is needed statewide. Mr. Smith stated that there have been three meetings with the Executive Committee and elected officials of the COGs and MPOs and one conference call with the Chairs and Directors of the COGs and MPOs. Mr. Smith stated that there is a lot of pressure to address the impact of 16 million residents who are projected to live in the state. He noted that when citizens see the presentation that includes the red dot map, they comment that there are no new highways planned to address the growth.

Mr. Smith stated that addressing this impact by working collaboratively statewide has been the goal of this effort. He commented that there has been great cooperation with ADOT, and expressed his thanks to ADOT Director Victor Mendez and the Governor's Office for their support. Mr. Smith advised that some want a list of projects to be developed to present to the Legislature this session, but staff feels that this is premature and the best approach is to provide a technical base by conducting studies. He added that this process would be similar to the approach used in the development of the Regional Transportation Plan. Mr. Smith stated that the COG/MPO Chairs and Directors agreed to move forward with a recommendation to their Boards to fund a Statewide Intrastate Mobility Reconnaissance Study for a total cost of approximately \$300,000, with MAG funding 60 percent (\$180,000) for the MAG region, PAG providing 16 percent (\$48,000) for its region, and ADOT providing 24 percent (\$72,000) for the balance of the state. He noted that the Study is anticipated to take nine months to complete.

Mr. Smith noted that in addition, the COG/MPO Chairs and Directors agreed to move forward with gathering public opinion on a statewide basis regarding transportation issues. He added that the Associated General Contractors Arizona Chapter has agreed to conduct a public opinion poll regarding these issues.

Mr. Smith stated that the COG/MPO Chairs and Directors also agreed to move forward with providing collective testimony on such corridors as I-10 and US-93 at the National Surface Transportation Policy and Revenue Study Commission hearing.

Mr. Smith stated that privatization is a hot button nationally. He noted that the Oregon DOT videoconference presentation that morning helped to provide some information on innovative tools being implemented in their state.

Mr. Smith stated that staff is requesting that the Regional Council approve the MAG portion of \$180,000 from MAG federal funds to be used for the Statewide Intrastate Mobility Reconnaissance Study. He advised that the Central Arizona Association of Governments and the Flagstaff MPO have approved proceeding with the Study. He said that the feeling is that the Study cannot happen soon enough.

Vice Chair Manross commented that this needs to be carried out in a manner that ensures credibility and a good end product, as was done in Proposition 400. Vice Chair Manross asked members if they had comments or questions.

Mayor Sanders expressed his thanks to MAG and ADOT. He stated that for those in the Southeast Valley this cannot happen soon enough. Mayor Sanders stated that he was very pleased with the efforts and would like to recognize those who have participated and are stepping up to make things happen—our legislators, Victor Mendez, and Dennis Smith. He expressed that the morning’s videoconference was excellent and he wished there could be one every day. Mr. Smith said that the presentation of the videoconference would be made available on DVD.

Mayor Hawker moved approval of an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to include a Statewide Intrastate Mobility Reconnaissance Study for a total cost of approximately \$300,000, with MAG funding \$180,000 of that cost from MAG federal funds, PAG providing \$48,000 and ADOT providing \$72,000. Mayor Sanders seconded, and the motion carried unanimously.

9. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor Hawker asked Mr. Smith for further detail on Oregon DOT’s privatization program. Mr. Smith explained that Oregon’s DOT is in a similar position as Arizona’s. He said that their last gas tax increase was in 1993 and they have no sales tax. Mr. Smith stated that their roads would not be built unless they could come up with a different procedure. He said that Oregon DOT has a six-person unit and spun off a transportation improvement group where a consultant performs the job. Mr. Smith stated that they streamlined their process and normal procurement for highways was not used. He said that they also have a provision called a Benefit District. For example, if the development community wants to donate land to a specific corridor, they could give that money to the DOT targeted to that area. Mr. Smith noted that Canada, in preparation for the Olympics, used a concept called shadow tolls. This concept provides proposers with a total amount. The proposers submit proposals on improvements that amount could provide. Mr. Smith stated that Canada solicited proposals through a competition and received more improvements than they anticipated. He said that under this concept, the private sector would own the road for 30 or 40 years and then it reverts to the province. Mr. Smith stated that Oregon also went to Virginia and a few other states and selected the best tools. Mr. Smith commented that there are many options to explore. He said that the Oregon DOT presentation this morning was an outstanding use of videoconference technology.

There being no further business, the Regional Council meeting adjourned at 5:55 p.m.

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Chair

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Secretary